

STORM DEATHS MOUNT TO 43

COAL MEN SEEM TO BE YIELDING ON OPEN SHOP

Southern Producers Give Up Point When They Meet With Union Officials

AUTOMOBILE GROUP STILL IS OBDDURATE

Insist Their Code Shall Give Complete Freedom In Labor Relations

By J. F. ESSARY
Washington, Aug. 24.—Bituminous coal interests in the Southern Appalachian areas, operating on an open-shop basis from time immemorial, were in an attitude of surrender tonight to the Recovery Administration on the proposition of collective bargaining.

The powerful automobile manufacturing interests, on the other hand, even more irreconcilably open shop, were making what may turn out to be a last-stand fight against any code of fair competition in their industry which does not assure them complete freedom in their labor relations.

Want Free Hand With Labor
Such a code, conceivably may be worked out, but it can be put down as a moral certainty that the Recovery Administration will sign no code with the motor-car makers that establishes the open-shop principle in so many words, as provided in the revised labor section submitted last night by these manufacturers.

After an extended conference this afternoon with a committee of the automobile industry, headed by Donaldson Brown, of General Motors, it was announced that several tentative proposals had been considered on the labor end, but that the automobile committee was without power to accept any of them. These will be submitted to the parent organization, however, and another meeting will take place tomorrow morning with Deputy Administrator Robert W. Lea.

Statement Unsolved
The motor manufacturers are contending now for a diluted statement in their code, apart from the labor section, which will authorize them to hire or discharge their employees on a merit basis only and without regard to any organization whatever. This, they claim, is exactly what General Johnson himself agreed to in his Detroit conference with them, even though it is out of line with the Administration's announced policy.

Although the automobile stalemate, therefore, remained unsolved, there could be no possible doubt that the coal operators were yielding ground. The fact is they yielded much this morning when, for the first time in the history of their business, they sat in wage conference with representatives of the United Mine Workers, on the one hand, and their unionized competitors in the Northern region, on the other.

Coal Men Ready To Talk Terms
And manifestly the open-shop Southerners went into this meeting because they were prepared to talk terms with both the miners' union and the Recovery Administration. They had remained aloof from all other conferences in which the mine workers' officials participated because they were not prepared to talk terms.

It may be two or three days before the coal interests and the Government can come to an agreement on code details. They may drift into a deadlock and force the Administration to impose a code upon them. But this seemed less likely tonight than it has seemed at any previous time.

At the end of a three-hour general session tonight, the coal interests agreed to name a subcommittee representing the operators and another representing mine labor to resume the negotiations upon possible scales of pay and hours of labor and to report to the whole committee tomorrow or as soon thereafter as the basis of an agreement could be devised.

Those representing the operators on this subcommittee are D. C. Kennedy and R. E. Taggart, on the part of the smoky-black Appalachian interests, and Charles O'Neill and J. D. A. Morrow, on the part of the Northern group.

The members of the labor committee are John L. Lewis, president of the United Mine Workers of America; Philip Murray, vice-president; Thomas Kennedy, secretary and treasurer, and Van A. Bittner.

It was announced by Deputy Administrator R. M. Simpson that "progress had been made" in the consideration of hours and wages and that a general disposition seemed to be to work out a solution of the coal problem.

Meanwhile so-called dead lines are to

Airplane View Of Ocean City, Md., Awash After Passage Of Storm



Picture shows Philadelphia avenue, looking north at the intersection of the State highway leading to Berlin. The storm damage was greatest in area along Philadelphia avenue at the lower right corner of picture. At the extreme lower left of view is road approaching damaged bridge.

RETAIL CODE WOODIN GUEST REVISED AFTER OF ROOSEVELT CONTROVERSY AT HYDE PARK

Clauses On Wages, Hours And Fair Competition Practices Changed

By DEWEY L. ELEMING
[Washington Bureau of The Sun]
Washington, Aug. 24.—Sweeping revisions of the code of fair practice for the nation's 1,500,000 retail stores were made tonight by proponents of the code a few hours after public hearings had closed and just before the document was turned over to A. D. White, Deputy Administrator of the N. R. A., for headquarters action.

The changes involved provisions covering minimum wages, hours of work, rules of fair competition and administrative machinery, and came as a climax to a day of bitter controversy among the merchants themselves over questions of price control and fair competition.

Exceptions To 40-Hour Week
The new provisions as to store hours and hours which employees may work call for a 40-hour employment week for all stores which keep open 52 hours or less, with the following exceptions:

In stores open not less than 56 hours nor more than 60 hours, employees may be worked 44 hours a week.

In cities of 60 or more hours per week, employees may be worked a maximum of 48 hours.

Minimum Wages Scheduled

Lindberghs In Great Britain On Aerial Mapping Cruise

Colonel And Wife Given Rousing Reception On Landing In Shetland Islands After Flight From Tveraa In Faroes

[By the Associated Press]
Berwick, Shetland Islands, Aug. 24.—Colonel and Mrs. Charles A. Lindbergh, continuing their North Atlantic aerial mapping cruise, flew here today from Tveraa in the Faroe Islands.

A London dispatch said the Lindberghs were granted permission by the Aviation Ministry to fly to the Shetland Islands and then to Scotland and England. The couple flew from Iceland to the Faroes yesterday.

Completing their trip from the Danish Islands to the north, the American couple taxied their seaplane into the harbor here before finally mooring it.

Rousing Reception Held
The Governor of Shetland and other prominent persons went out in a harbor master's launch to greet the Lindberghs. When the couple came ashore, they were accorded a rousing reception.

Confers With Douglas Today
The discussion with Mr. Woodin will be followed tomorrow by a conference between the President and Lewis W. Douglas, Director of the Budget, Commission from Washington, Mr. Douglas is due here for luncheon, shortly after Mr. Woodin leaves. The business which brings him here was not revealed.

Hoarders Of Gold Reduced To Forty

Cases To Be Rechecked Before Action Is Taken, Cummings Says

[Washington Bureau of The Sun]
Washington, Aug. 24.—Gold hoarders have been reduced to forty, and these will be rechecked before action is taken by the Department of Justice to force them to comply with the President's executive order of April 5, requiring that gold in amounts of more than \$100 be returned to the Government, Homer S. Cummings, Attorney-General, announced today.

One of the largest amounts returned to the Government so far was \$5,249,000 from the British-American Tobacco Company of London, with offices in New York. This amount, in gold certificates, was returned yesterday, Mr. Cummings said.

RESCUE SHIPS SPEED TOWARD BAY STEAMER

Airplane Searcher Finds City Of Norfolk Aground In Pocomoke Sound

[By the Associated Press]
Norfolk, Va., Aug. 24.—The tugs Peerless and Restless, of the Wood Towing Company, were speeding this afternoon to the rescue of the Chesapeake Line steamer City of Norfolk, aground in Pocomoke Sound.

News of the vessel's safety was received here at 1:30 this afternoon by wireless from a plane from the Norfolk air station that was assisting the Coast Guard in the search for the craft, missing since she sailed from Baltimore early Tuesday night.

Officials of the company here said the forty passengers aboard either would be brought to Norfolk tonight by one of the tugs or taken off early tomorrow morning by the company's steamer City of Baltimore, which was to leave Baltimore early tonight.

Reports Engines Broken Down
The navy plane that reported the vessel's position landed alongside and took off a message from Capt. Edward James, veteran skipper of the City of Norfolk, to local officials of the company that read as follows:

Aground in Pocomoke Sound. Send tugs to assistance. Engines broken down. Both anchors gone. All's well.

No Sign Of Hysteria
Officers of the Madison told how her thirty-seven passengers remained free from any sign of hysteria while S O S calls were being sent out from the ship, storm-battered and damaged by a giant wave twenty miles outside the Virginia Capes.

They passed over lightly, with such statements as "All we could do was to keep her headed into the wind and attempt to ride it out," a tale of the heroism and seamanship of captain and crew which brought the liner here this morning under her own power.

MANY MILLIONS DAMAGE REPORTED IN SIX STATES; TWELVE DIE IN MARYLAND

Floodwaters Still Running High Over Widespread Area Hours After Unprecedented Disturbance Passes Northward Up Coast

NATIONAL GUARD PLANES MAKE SURVEY FOR RITCHIE

Missing Chesapeake Line Steamer Found By Flyer Aground In Pocomoke Sound—Hog Island, Off Virginia, Reported Inundated

Flood waters still ran high over a widespread area last night as reports from isolated sections of the Atlantic seaboard pushed the death toll from the unprecedented storm up to forty-three.

Untold millions in property and crop damage lay in the wake of the twin tempests that lashed the coast for nearly four days.

The greater part of the Eastern Shore of Maryland and Virginia and parts of Delaware were without communication or lights, although the storm had spent its fury earlier in the day and the Cape Henry-Virginia Beach portion of the Virginia coast line, which bore the brunt of the Atlantic gale, was clearing away the wreckage of more than \$3,000,000 in property.

HOG ISLAND REPORTED UNDER WATER

Unverified reports had Hog Island, a low-lying, sandy beach in the Atlantic off the Virginia coast, entirely under water, and Coast Guardsmen said it undoubtedly had suffered considerably. Other storms, much less severe, they said, had made its 200 inhabitants flee for safety.

Coast Guard stations in the same territory at Wachapreague, Col Island, Metomkin Island and Parimare Island were all but destroyed by the battering they received. The guards were obliged to flee for their lives.

PLANES MAKE STATE SURVEY

A contingent of Maryland National Guard planes was dispatched on the order of Governor Ritchie to make a check-up of the tidewater regions of the State to see if extraordinary relief measures were necessary in any locality. They reported much damage throughout the Eastern Shore, with miles of the country under water, but no section in peril.

Maryland's death list, one of the highest in the six States hit hardest by the combined tropical hurricane and Atlantic storm, reached twelve when last night's survey of the affected area was completed.

Ocean City Damage Put At \$500,000 As Residents Dig Out

By FRANK H. KENT, JR.
Staff Correspondent of The Sun
Salisbury, Md., Aug. 24.—Relinquishing its grip on a stricken Eastern Shore, the northeast storm which has howled in from the Atlantic Ocean for thirty-six hours today yielded to clearing skies and stifling sunlight.

The northeaster left a trail of havoc in its wake. The twenty-foot breakers which drove a majority of the summer population from Ocean City smashed the boardwalk and filled the lower portions of buildings fronting the sea with layers of sand.

Autos Stuck In Sand
Streets were filled with silt carried in from the beach. Automobiles left standing in the flood when the storm was at its worst were up to their running boards in sand.

Although the waters had begun to subside somewhat, the ocean surf still late today was running through the main thoroughfares at depths varying from six inches to several feet.

The turbulent waters of the Sinepuxent Bay last night tore out a section of the causeway leading to the bridge connecting the peninsula with the mainland, marooning those residents who had not fled the storm.

Use Barge As Bridge
Early this morning the gap in the causeway had been conquered by a primitive ferry system consisting of two skiffs hauled back and forth on ropes. Later a barge which had been moored nearby was commandeered to form a floating bridge over the break.

Unofficial estimates of the damage caused by wind and waves varied.

Four Drown At Elkridge
Four soldiers from Fort George G. Meade, a truck driver and a New York motorist were caught in the rushing waters of the Patuxent river which overflooded the Washington Boulevard at Elkridge. Two of the soldiers were rescued as the others were swept to their death farther down the stream.

Another motorist died in a swollen creek in Carroll county to the north and the police reported an unidentified man drowned in Bear creek.

The bridge tender at the narrows on Hoopers Island and his assistant were missing in Dorchester county. Their shack was found floating in the water half a mile from the span, which was reported as having been wrecked.

Eight Dead In New Jersey
With a lull in the pounding its famous coast resorts had taken, New Jersey counted eight storm deaths. In Pennsylvania twelve persons were drowned or killed.

As the storm swept in from the coast

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